

Historic Integrity

Integrity as a nineteenth-century military wagon road has been lost along the entire length of Old State Highway 73. Despite the change in numerical designation, Old State Highway 73 retains integrity of **association** as one of Arizona's first state highways. As a whole, the road appears to retain integrity of **location** although it would be necessary to compare historical maps and detailed as-built drawings to confirm the integrity of location of specific segments of the highway. The road also retains integrity of **setting** along the rural portions of its length. Integrity of **design, materials, and workmanship** as an early state highway have been compromised from Cutter to San Carlos (Indian Route 6) because the road has been paved. Portions of the graded, unpaved road (Indian Routes, 10, 4 and 9) between San Carlos and the junction with today's State Route 73 retain integrity of design, materials and workmanship of an early state highway, and are sufficiently long to retain integrity of **feeling**.

Are segments of Old State Highway 73 worthy of preservation and therefore eligible for the National Register? In contrast to the Beale Wagon Road, which is a rare, well-preserved example of nineteenth-century road construction for animal drawn conveyances, Old State Highway 73 is a common type of motor vehicle road. Unlike the Apache Trail, Old State Highway 73 retains no obvious primitive aspects of early twentieth-century road construction through challenging terrain, nor does it display characteristics of outstanding engineering through rough terrain like Old U.S. Highway 60. Old State highway 73 is essentially indistinguishable from probably thousands of miles of similar graded two-lane roads throughout the state. A more in-depth evaluation should consider related historic properties, comparison with similar roads related to the relevant historic contexts, and local sentiment about the historic values of the road.

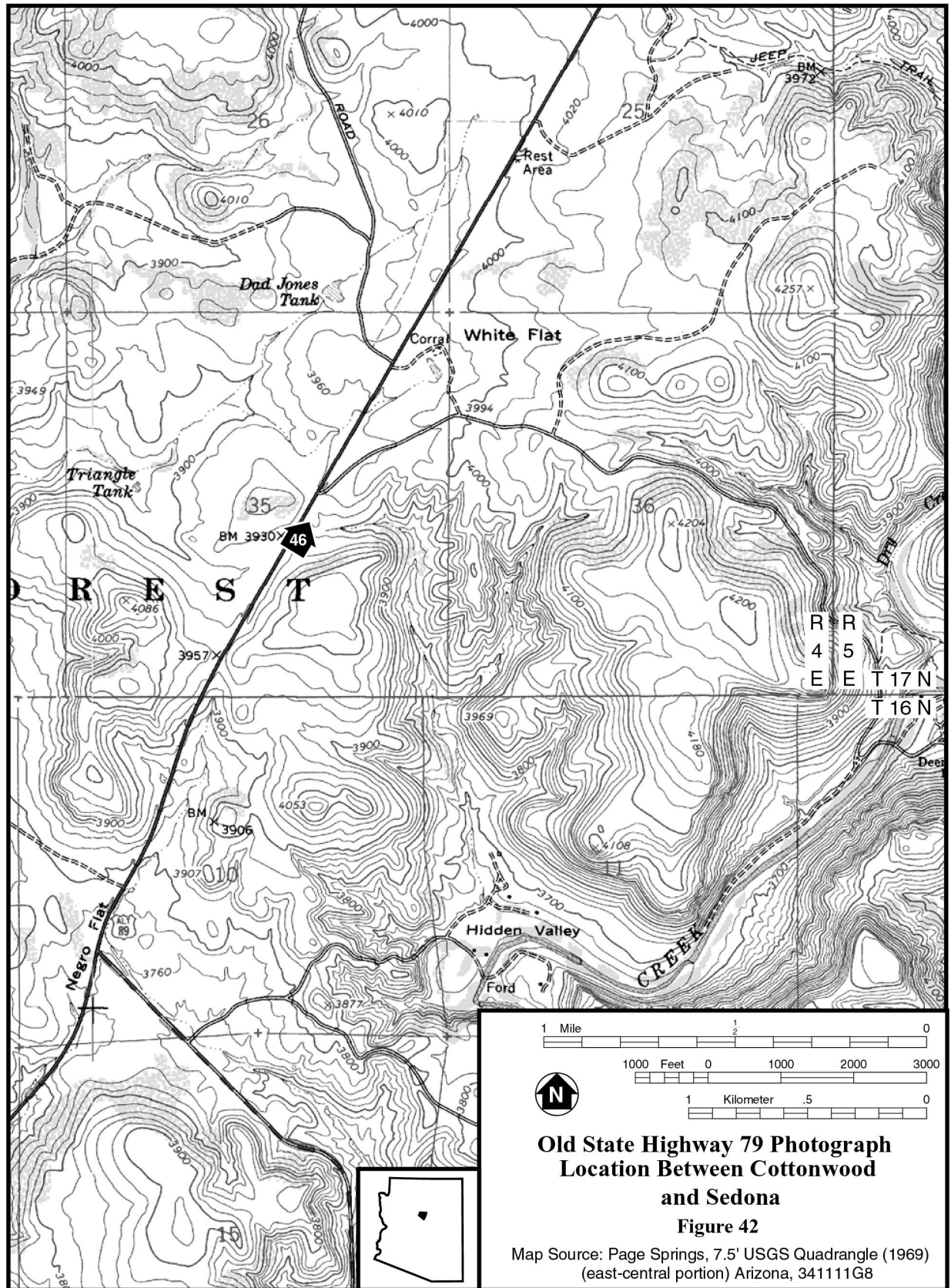
OLD STATE HIGHWAY 79 FROM COTTONWOOD TO FLAGSTAFF

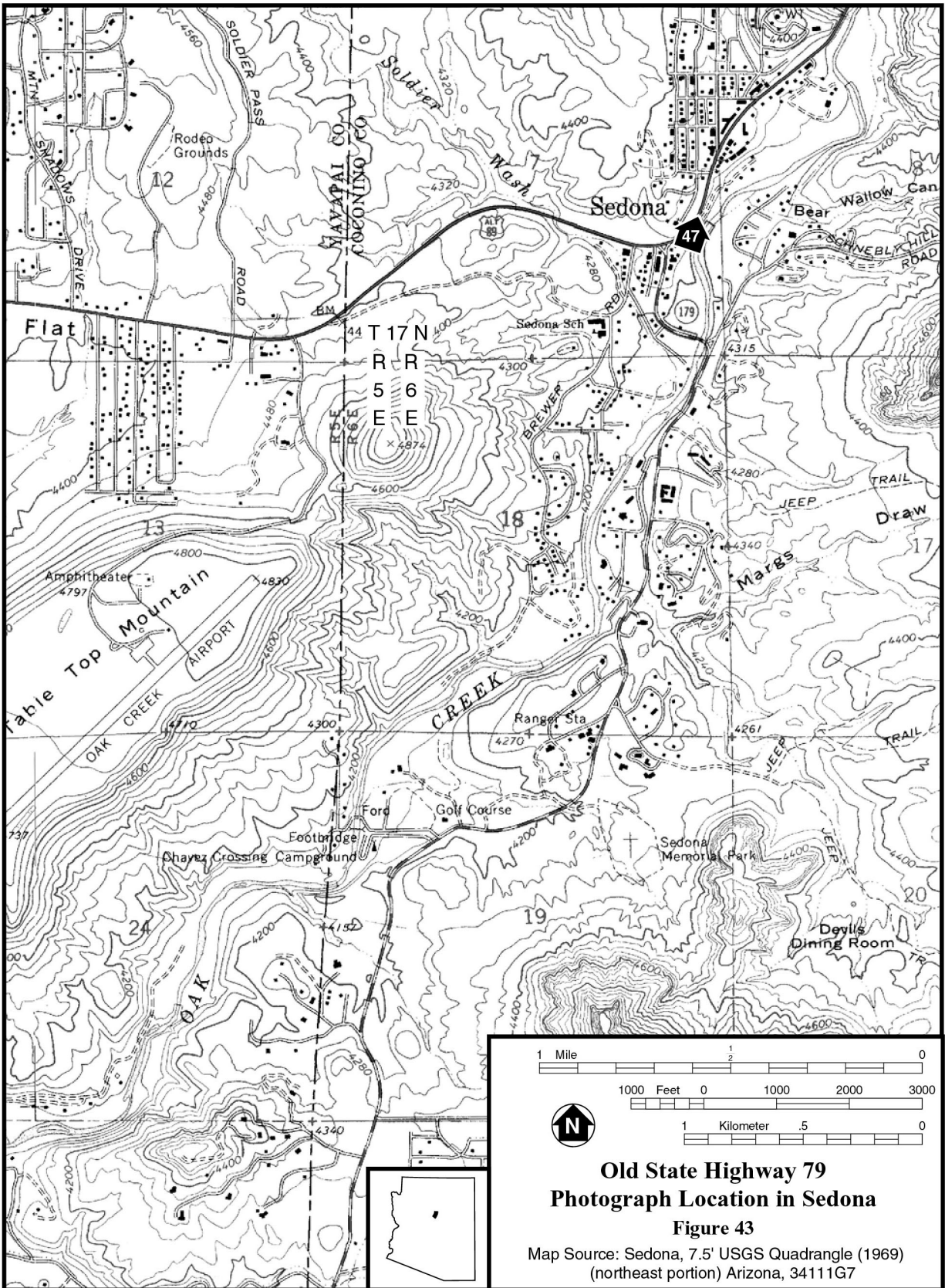
Some of Arizona's early highways continue to serve as important traffic corridors. An example of a state highway that has been used continually since its 1920s-1930s construction as State Highway 79 is known today as State Route 89A. This road branches off U.S. Highway 89 just north of Prescott and continues east over Mingus Mountain to Jerome, across the Verde Valley to Sedona, and through Oak Creek Canyon to Flagstaff. The reconnaissance focused on the segment in the vicinity of Sedona and through Oak Creek Canyon (Figures 42 through 49).

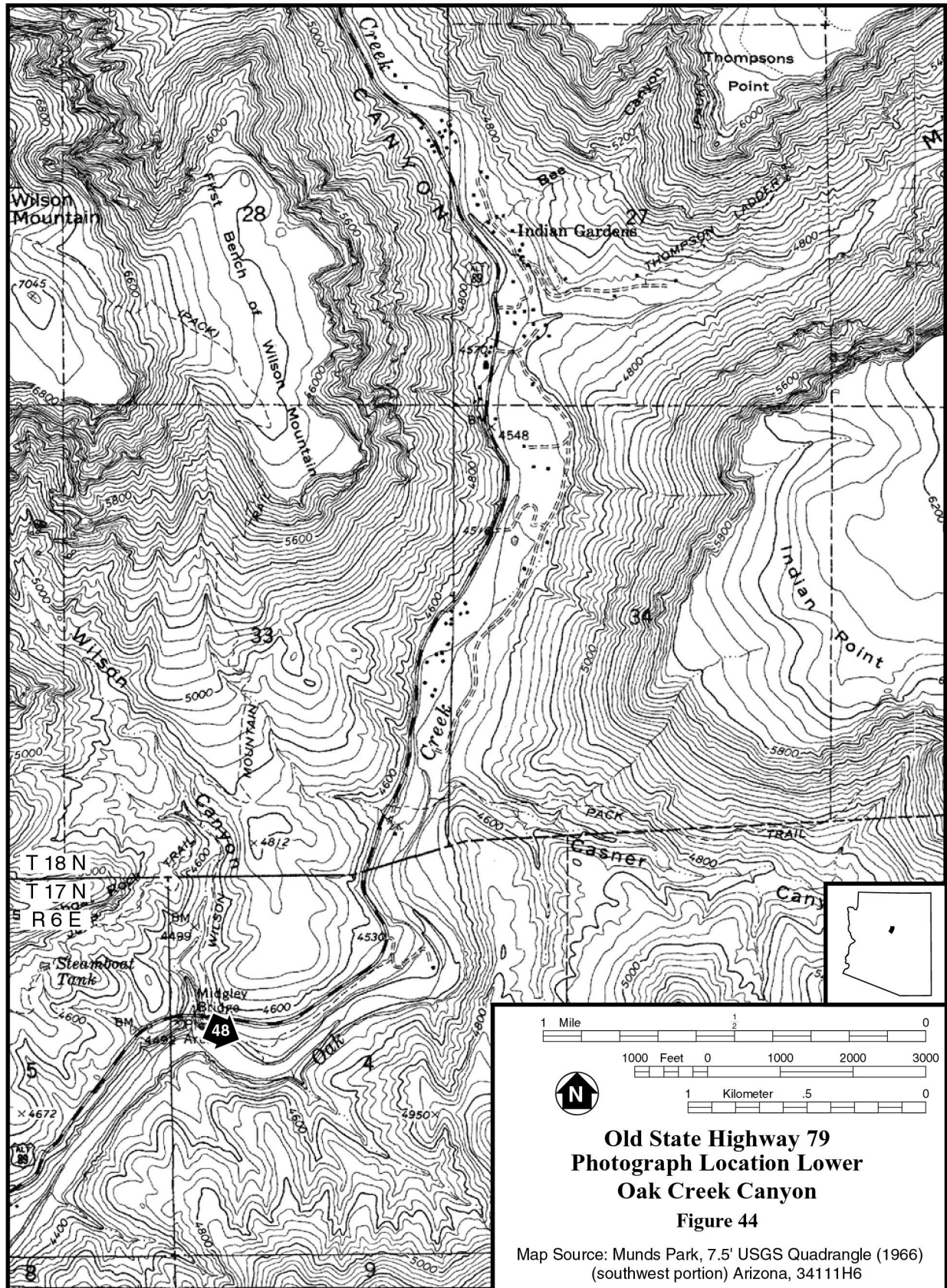
Historic Significance

Old State Highway 79 is related to the contexts of the state highway system from 1912 to 1939, and federal aid projects from 1917 to 1933. At least one portion of State Highway 79 was improved in 1935, and also relates to the context of Depression-era road projects from 1934 to 1939. A portion of Old State Highway 79 also relates to the theme of outstanding engineering.

As proposed in 1909, the north-south Territorial Highway headed east from Prescott to Camp Verde along an existing dirt two-track road, and the proposed route remained unchanged through 1916 (Arizona Good Roads Association 1913:21; Arizona State Engineer 1916:22). By the early 1920s, the actual route of State Highway 79 differed from the earlier route, and branched from U.S. Highway 89 north of Prescott, climbed over Mingus Mountain, and terminated in the copper centers of Jerome and Clarkdale. This 25.7-mile segment from Prescott to Jerome was the first portion of State Highway 79 to be built, and was completed by 1927. The utilization of more than \$280,000 of federal highway construction money under several federal aid projects (Nos. 12, 17, 19 A-B, and 36 A-B), relates this segment to the context of







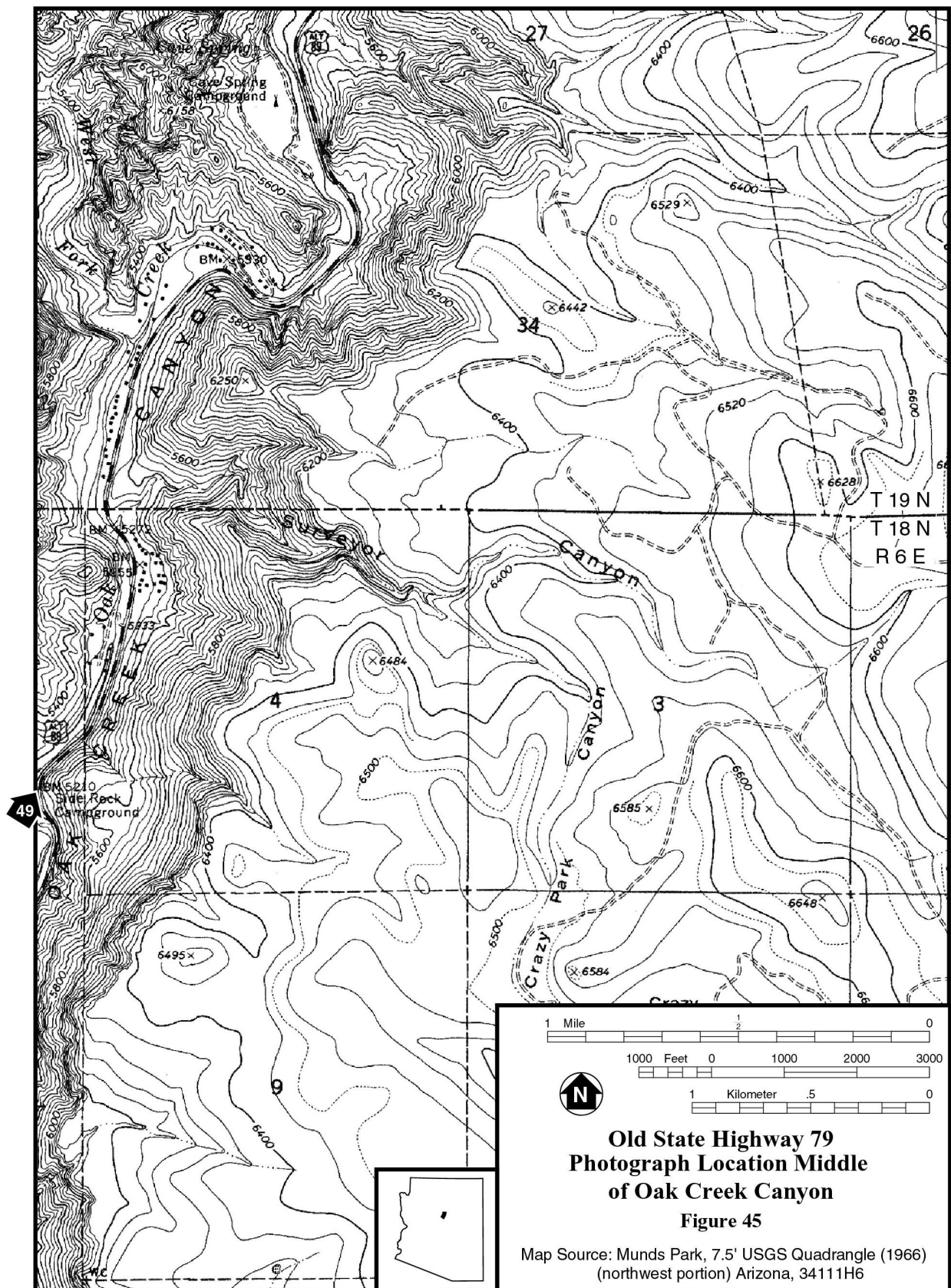




Figure 46. Segment of Old State Highway 79

This segment of Old State Highway 79 (now U.S. Highway 89A) near milepost 364 between Cottonwood and Sedona possesses integrity of association, location, and setting as one of the state's earliest highways. It also retains integrity of design, materials, and workmanship, and is sufficiently long to convey the feeling of an historic road, but it is a very common type of paved two-lane road.



Figure 47. Segment of Old State Highway 79 not within Oak Creek Canyon

This segment of the highway entering the town of Sedona from the west retains integrity of association and location, but has lost integrity of design and workmanship of a 1920s-1930s highway because of the widening of the road and addition of modern sidewalks and railing.



Figure 48. Old State Highway 79 at Lower End of Oak Creek Canyon

Just north of Midgley Bridge at the southern entrance to Oak Creek Canyon, this segment of Old State Highway 79 retains integrity of association, location, setting, design, materials and workmanship, and is sufficiently long to convey the feeling of a 1930s state highway. A traveler heading north on this stretch of Old State Highway 79 can begin to appreciate the road's significance as an example of outstanding engineering as it wends through the canyon.



Figure 49. Segment of Old State Highway 79 in Middle Oak Creek Canyon

This segment of the highway just south of Slide Rock Bridge in Oak Creek Canyon retains integrity of association, location, and setting, but has lost integrity of design and workmanship at this location because of the widening of the road to accommodate a left turn lane into Slide Rock State Park.

federal aid projects from 1917 to 1933. The completed gravel road was included with eight other roads in the first designation of state highways by the new Arizona State Highway Commission on September 9, 1927.⁴ The unimproved remainder of the road, from Jerome to Flagstaff, was first designated State Route 79 in 1927, and later designated a state highway (rather than a “route”) after construction had been completed in the 1930s.

The second segment of State Highway 79 to be built was the 13.2-mile segment from the junction of U.S. Highway 66 in Flagstaff to the north rim of Oak Creek Canyon, and it was approved as a state highway on June 18, 1934. The third segment of State Highway 79 to be built, a 46.4-mile segment from the north rim of Oak Creek Canyon to Jerome, was approved as a state highway on July 26, 1935. Part of this segment, the road from the top of Oak Creek Canyon south through the canyon, was built as Forest Service Project No. 7 and designed by Bureau of Public Roads engineers.

The road through Oak Creek Canyon included three bridges. The first bridge to be built was the 1931 bridge across Pumphouse Wash at the northern end of the canyon. This bridge was included in the National Register listing of Vehicular Bridges of Arizona (Fraserdesign 1987). Roadbed width of the Pumphouse Wash Bridge is 28.5 feet after a sensitive rehabilitation of the bridge by ADOT. The second bridge spanned Oak Creek at Slide Rock, and was completed in 1932. The original bridge, which was 20 feet wide, has been widened in recent years, and determined to be ineligible for the National Register (Fraserdesign 1987). The third bridge, known as the Midgley Bridge, was not completed until 1938 and spanned Wilson Canyon at the southern end of Oak Creek Canyon. The Midgley Bridge has a roadway width of 24 feet, has not been altered, and also was included in the National Register listing of Vehicular Bridges of Arizona (Fraserdesign 1987). The segment of Old State Highway 79 through Oak Creek Canyon exemplifies outstanding engineering because of the massive cuts and fills required to negotiate the rugged canyon terrain.

Historic Integrity

Despite the change in numerical designation from State Highway 79 to State Route 89A (which occurred in the 1940s), the highway possesses integrity of **association** as one of Arizona’s first state highways, and as one of the roads built and later improved with federal funding in the 1920s and 1930s. As a whole, the highway appears to retain integrity of **location** but it would be necessary to compare historical maps and detailed as-built drawings to confirm the integrity of location of specific segments of the highway.

The highway retains integrity of **setting** along still-rural portions of its length and in the largely unchanged town of Jerome. It has lost integrity of setting within the rapidly growing towns of Cottonwood and Sedona, and integrity of **design, materials, and workmanship** has been lost along those portions of the old highway that have been widened to accommodate additional lanes and left-turn bays.

The highway winding through Oak Creek Canyon and some segments of the rural highway between Cottonwood and Sedona retain integrity of location, setting, design, materials, and workmanship, and are sufficiently long to retain integrity of **feeling**. The segment of Old State Highway 79 that runs through Oak Creek Canyon, is visually distinctive for its engineering characteristics, and is an example of

⁴The eight other state highways approved on September 9, 1927 were State 73 from McNary to U.S. 70, and portions of State 81 (then U.S. 666, and now U.S. 191) in eastern Arizona; State Highways 82 and 83 in the southeastern portion of the state; State Highways 84, 87, and 187 near Casa Grande; and State 88 from Apache Junction to Globe, the Apache Trail (State Highway Department 1939:16-18).

outstanding engineering. Accordingly, this segment of Old State Highway 79 is recommended as eligible for the National Register under Criterion C.

The portion of Old State Highway 79 through Jerome also may be considered a contributing element to a historic district in Jerome. Because the road retains many of its historic characteristics, it contributes to the overall ambiance and setting of the historic copper mining town.

Other parts of Old State Highway 79 between Cottonwood and Sedona, like Old State Highway 73, are more difficult to evaluate because they are similar to hundreds if not thousands of miles of similar roads in the state. In the case of State Highway 79, the type is two-lane paved roads rather than the unpaved roads represented by Old State Highway 73. A more in-depth evaluation should consider potentially related historic properties, comparison with similar roads related to the relevant historic contexts, and local sentiment about the historic values of the road.